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Non-Disclosure and Confidentiality Agreement

INCOME FROM WASTE CORPORATION (IFWCORP)

THIS AGREEMENT dated _____, by and between INCOME FROM WASTE CORPORATION (IFWCORP) a Wyoming Corporation and

_____ from hereon called
'Client'

WHEREAS, INCOME FROM WASTE CORPORATION (IFWCORP) and 'Client' , for their mutual benefit and pursuant to a working relationship which has been or may be established, anticipate that INCOME FROM WASTE CORPORATION (IFWCORP) may have disclosed or may disclose or deliver to a working relationship which has been or may be established, anticipate that INCOME FROM WASTE CORPORATION (IFWCORP) may disclose or deliver to 'Client' documents, components, parts, information, drawings, data, sketches, plans programs, specifications, techniques, processes, software, inventions and other materials, both written and oral, of a secret, confidential or proprietary nature, including without limitation any and all information relating to marketing, finance, forecasts, invention, research, design or development of information system and any supportive or incidental subsystems, and any and all subject matter claimed in or disclosed by any patent application prepared or filed by or behalf of by INCOME FROM WASTE CORPORATION (IFWCORP), in any jurisdiction, and any amendments or supplements thereto (collectively, "Proprietary Information"); and

WHEREAS, INCOME FROM WASTE CORPORATION (IFWCORP) desires to assure that the confidentiality of any Proprietary Information is maintained;

NOW, THEREFORE, in consideration of the foregoing premises, and the mutual covenants contained herein, INCOME FROM WASTE CORPORATION (IFWCORP) and 'Client' hereby agree as follows:

For a period of thirty-six (36) months from the date hereof, 'Client' shall hold in trust and confidence, and not disclose to others or use for 'Client's own benefit or for the benefit of another, any Proprietary Information which is disclosed to 'Client' by INCOME FROM WASTE CORPORATION (IFWCORP) at any time between the date hereof and twelve (12) months thereafter. 'Client' shall disclose Proprietary Information received under this Agreement to person within its organization only if such persons (i) have a need to know and (ii) are bound in writing to protect the confidentiality of such Proprietary Information. In any event, all proprietary information supplied to 'Client' under this agreement remains the sole property of INCOME FROM WASTE CORPORATION (IFWCORP) This paragraph 1 shall survive and continue after any expiration or termination of this Agreement and shall bind 'Client', its employees, agents, representatives, successors, heirs and assigns.

2. The undertakings and obligations of 'Client' under this Agreement shall not apply to any Proprietary Information which: (a) is described in an issued patent anywhere in the world, is disclosed in a printed publication available to the public, or is otherwise in the public domain through no action or fault of 'Client' ; (b) is generally disclosed to third parties by INCOME FROM WASTE CORPORATION (IFWCORP) without restriction on such third parties, or is approved for release by written authorization of INCOME FROM WASTE CORPORATION (IFWCORP) ; (c) if not designated "confidential" at the time of first disclosure hereunder, or is not later designated in writing by INCOME FROM WASTE CORPORATION (IFWCORP) within thirty (30) days from disclosure to 'Client' to be of a secret, confidential or proprietary nature; or (d) is shown to INCOME FROM WASTE CORPORATION (IFWCORP) by 'Client' within ten (10) days from disclosure, by underlying documentation to have been known by 'Client' before receipt from INCOME FROM WASTE CORPORATION (IFWCORP) and/or to have been developed by 'Client' completely independent of any disclosure by INCOME FROM WASTE CORPORATION (IFWCORP) .

3. Title to all property received by 'Client' from INCOME FROM WASTE CORPORATION (IFWCORP), including all Proprietary Information, shall remain at all times the sole property of INCOME FROM WASTE CORPORATION (IFWCORP), and this Agreement shall not be construed to grant to 'Client' any patents, licenses or similar rights to such property and Proprietary Information disclosed to 'Client' hereunder.

4. 'Client' shall, upon request of INCOME FROM WASTE CORPORATION (IFWCORP), return to INCOME FROM WASTE CORPORATION (IFWCORP) all documents, drawings and other tangible materials, including all Proprietary Information and all manifestation thereof, delivered to 'Client' , and all copies and reproductions thereof.

5. The parties further agree to the following terms and conditions:

i. Any breach by 'Client' of any of 'Client's' obligations under this Agreement will result in irreparable injury to INCOME FROM WASTE CORPORATION (IFWCORP) for which damages and other legal remedies will be inadequate. In seeking enforcement of any of these obligations, INCOME FROM WASTE CORPORATION (IFWCORP) will be entitled (in addition to other remedies) to preliminary and permanent injunctive and other equitable relief to prevent discontinues and/or restrains the breach of this Agreement.

ii. If any provision of this Agreement is invalid or unenforceable, then such provision shall be construed and limited to the extent necessary, or severed if necessary, in order to eliminate such invalidity or unenforceability, and the other provisions of this Agreement shall not be affected thereby.

iii. In any dispute over whether information or matter is Proprietary Information hereunder, it shall be the burden of 'Client' to show both that such contested information or matter is not Proprietary Information within the meaning of this Agreement, and that it does not constitute a trade secret under the Uniform Trade Secrets Act or successor or similar law in effect in the State of Wyoming.

iv. No delay or omission by either party in exercising any rights under this Agreement will operate as a waiver of that or any other right. A waiver or consent given by either party on any one occasion is effective only in that instance and will not be construed as a bar to or waiver of any right on any other occasion.



CONFIDENTIAL DISCLOSURE AGREEMENT
INCOME FROM WASTE

v. This Agreement shall be binding upon and will inure to the benefit of the parties hereto and their respective successors and assigns.

vi. This Agreement is governed by and will be construed in accordance with the laws of the State of Wyoming, and the courts of Wyoming shall be the exclusive forum.

This Agreement is in addition to any prior written agreement between INCOME FROM WASTE CORPORATION (IFWCORP) and 'Client' relating to the subject matter of this agreement; in the event of any disparity or conflict between the provision of such agreements, the provision which is more protective of Proprietary Information shall control. This Agreement may not be modified, in whole or in part, except by an agreement in writing signed by INCOME FROM WASTE CORPORATION (IFWCORP) and 'Client'.

As a Director or Officer of the company, all information received in Board of Director Meetings or other confidential internal company sources is highly confidential and not to be disclosed to any outside party without the expressed written permission of the Board of Directors. Unauthorized disclosure shall cause immediate irreparable damages to the company.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

INCOME FROM WASTE CORPORATION (IFWCORP)

Client

By: _____

By: _____

Signature

Signature

Name – Title

Name - Title

**Application for
United States Letters Patent
for

Deployable Telepresence System
for Interaction with an
Occupant of a Vehicle

by

Stephen Boulter, Michael Goldberg,
George Malone and Michael Reilly**

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CROSS REFERENCE TO RELATED APPLICATIONS

[0001] This application claims the benefit under 35 USC § 119 (e) of U.S. Provisional Patent Application No. 61/625772 filed on 04/18/2012, the disclosure of which is incorporated herein by reference in its entirety.

FIELD OF THE INVENTION

[0002] The present invention relates generally to law enforcement, military, security, rescue and industrial field service interactions with occupants of vehicles in potentially hazardous situations.

BACKGROUND

[0003] It is widely recognized that a traffic stop is one of the most dangerous activities for a law enforcement officer. He or she must divide his or her attention between the people in the vehicle, who may pose a threat, and the surroundings, including traffic, and other people in the vicinity who may also pose a threat. This is especially true in a busy city, especially in neighborhoods where law enforcement personnel are not welcome. Where there is a significant amount of traffic, the officer must simultaneously interact with and closely watch the occupants of the vehicle, and watch for approaching vehicles that may come too close. Every year law enforcement personnel are killed or injured as a result of being hit while standing next to a stopped vehicle, or standing behind such a vehicle, or even when they are between the stopped vehicle and their own patrol vehicle. Because of limited manpower and pressure to have as many vehicles as possible on the streets, the officer may be on patrol alone, yet frequently has to deal with multiple occupants of a vehicle. Similar risks from other vehicles apply even on a remote stretch of highway, and one officer may have to deal with multiple potentially dangerous suspects in a vehicle with no backup available for many miles and many minutes. Many of these risks are present even when the officer is checking on a stationary, disabled or apparently abandoned vehicle.

[0004] Technology can provide continuous contact for the officer, by radio and in some instances by video, often via a camera mounted on the dashboard of the patrol vehicle. However, the radio or camera does not reduce the need for the officer to be exposed by approaching or standing next to the suspect vehicle. In too many cases, the radio or camera acts as a witness to the traffic stop going bad, but those watching cannot prevent the events from unfolding.

[0005] There is a degree of physical difficulty in an encounter with a stopped vehicle. If the vehicle is a car, then an officer standing next to it has only a limited view of the interior. Standing further away in order to obtain a better view of the driver and other occupants may move the officer back into the traffic lanes. Bending over to see into the vehicle puts the officer in an awkward position from which it may be difficult to react quickly. Asking the occupants to get out of the vehicle is not a solution. Most officers prefer to keep the occupants in the vehicle so that they cannot suddenly attack the officer. A factor for some officers is that looking down on the occupants of the vehicle gives them a sense of authority, and they hope that the people in the vehicle feel somewhat intimidated. An unfortunate result is that the occupants of a car

may find themselves staring directly at the officer's belt, complete with a gun in a holster, pepper spray and handcuffs. For someone not accustomed to dealing with law enforcement, this can be a disturbing experience.

[0006] A traffic stop involving an SUV, van or motorhome may reduce or eliminate some of these problems, as the officer may be closer to the eye level of the seated driver. In taller vehicles, the officer loses the psychological advantage of being able to look down on the occupants, and the view into the vehicle is even more restricted. Tinted windows in a car, or solid sidewalls in a van or motorhome, all restrict the ability of the officer to see into the vehicle as he approaches from behind, often limiting the ability of the officer to even know how many occupants are in the vehicle.

[0007] Throughout the traffic stop, the attention of the officer is even further divided. As mentioned, he or she has to pay attention to the occupants of the vehicle and the surroundings. He must also be aware of his own radio, either on his person or in the patrol vehicle. In part this is because he must listen for responses to details he has called in about the car and its occupants. But he is also aware that at any time, an emergency call could instantly terminate a routine traffic stop by requiring the immediate presence of the officer somewhere else. He has to examine documents such as driver's licenses, registration and insurance papers handed to him by the occupants of the vehicle. He may have to complete other paperwork to issue a citation. Often this is done in his patrol vehicle, which means he has to walk back and forth between the two vehicles, possibly turning his back on the occupants of the target vehicle in order to face oncoming traffic. While in a patrol vehicle filling out paperwork or entering details into a computer, his full attention cannot remain on the stopped vehicle and its occupants.

[0008] If the occupants of the stopped vehicle decide to drive off, there is little the officer can do other than try to get out of the way, and then initiate a pursuit. Sometimes an officer will ask for the vehicle keys during a traffic stop, but in most traffic stops there is no legal obligation (in the U.S.) on the driver to hand them over. Nor would this prevent someone who knows the procedures from having a second key available. Target vehicles driving off are a cause are many injuries to law enforcement personnel every year. Frequently, the tactic used is to wait for the officer to walk to the driver's side window of the target vehicle before the target vehicle accelerates, thus maximizing the time needed for the officer to return to his own vehicle. Injuries occur as the target vehicle hits the officer, or as the officer reflexively steps backwards into oncoming traffic.

[0009] There are many inefficiencies in the conventional traffic stop. For example, the officer usually will enter the vehicle license plate number into a computer, or may have called it in by radio for someone else to enter while following a suspect vehicle. Similarly, when a driver hands a driver's license to an officer, the officer has to judge whether the person he is looking at is actually the person shown on the license and whether or not the license is genuine. That is not always an easy task. Further, the license may be from another state, and may differ from what the officer is accustomed to. Usually the officer will have to walk back to the patrol vehicle and enter the driver's license information into a computer, or call it in over the radio and have someone else enter it into a computer. This takes time and is subject to error.

[0010] An additional complication for many traffic stops is that the occupants of the target vehicle may not be fluent in the native language of the officer, and vice versa. This may be the case in the U.S., and is likely to happen in Europe, for example, where cross-border traffic is common.

[0011] All of these factors are magnified when the situation is not a routine traffic stop, but rather involves stopping a vehicle suspected in another crime, from drug trafficking to armed robbery. In such a situation, a lone officer may choose to wait for backup to arrive before actually stopping a suspect vehicle. However, if that is not possible, then the next best option may be for the officer to stop the suspect vehicle and then remain in the comparative safety of his own vehicle until backup arrives. This raises the question of how the officer communicates with the suspect vehicle without exposing himself to unnecessary risks.

[0012] A problem in some parts of the world is that the local law enforcement officials may be corrupt. A traffic stop may be nothing more than a pretext to extort money from a driver. This type of abuse could be reduced if the interaction were recorded, and possibly monitored from a remote location. Further, if fines were both issued and paid electronically, the opportunity for the police to profit would be prevented. A similar issue involves the harassment and worse of female drivers by male officers, which would be reduced significantly if the interaction was not only recorded, but was conducted at a distance. Conversely, a false accusation against an officer is far less likely when it is known that the interaction has been monitored and recorded.

[0013] As an officer approaches a target vehicle and the driver lowers the window, the officer may detect the odor of alcohol or drugs. At that point he or she must make a decision whether to just continue to follow up on the original reason for the stop, or to investigate whether or not the driver is impaired. It may later be alleged that the officer's judgment was influenced by the race or appearance of the driver. If the officer's judgment were replaced or supported by calibrated sensors, such allegations would be greatly reduced.

[0014] In today's world it is common for military personnel to have to act in a law enforcement capacity, often in a foreign country. In military applications, such as might be encountered when the military are acting as a policing agency, or combating terrorism, the dangers described above are ever present, often with the presumption that the occupants of a target vehicle are hostile until shown otherwise. Often, it must be assumed that the occupants of the target vehicle are armed. Bystanders may also be hostile and armed. The same problems of communicating with a person in a target vehicle may be made even more difficult by differences in language and culture, such that misunderstandings may aggravate an already tense situation. It is often impractical to have an interpreter in each patrol vehicle, in part because the obvious risks involved deter many potential interpreters from being willing to sign on for such a job. A soldier from another country will probably not even recognize documents produced by a local driver, still less be able to read them. Matching faces to photographs on official documents becomes harder when outside one's own country, and even more so when facial features are obscured by clothing or facial hair.

[0015] Clearly, in the military context, soldiers are unlikely to want to leave the safety of an armored patrol vehicle, especially for such tasks as checking out an apparently abandoned vehicle that may in fact be a roadside bomb. In such hostile situations, all personnel outside of the vehicle are exposed to risk. For a military application, it may be preferable to be able to examine the interior of the suspect vehicle more closely, and to be able to examine it from both sides. It is quite possible that the patrol may wish to examine underneath a suspect vehicle, looking for explosives or hidden contraband.

[0016] The foregoing discussion lists some of the risks, problems and inefficiencies associated with making contact with the occupants of a target vehicle while remaining in the comparative safety of a patrol vehicle. A not dissimilar situation applies at static checkpoints, where vehicles and occupants are examined while stopped at the checkpoint. Many such checkpoints exist to examine documents and control immigration and the cross-border flow of goods. Although the level of risk is low, some of the same issues arise. Assuming that the border official is seated in a booth, as vehicles of different heights pass through each checkpoint, passing documents to the official, and the official passing them back, involves varying degrees of difficulty. The official looking at a passport or driver's license may be unable to see into the vehicle properly to see if the passports match the occupants. The documents presented may be from another country, in an unfamiliar language, and the occupants of the vehicle may speak a language with which the border official is not familiar.

[0017] Military checkpoints not only present more risks, they may also be potential targets for terrorist and insurgent activity. Yet it is even more necessary to verify whether a vehicle should be allowed to pass, which often requires the soldiers manning the checkpoint to be exposed to hazards both local, such as bombs, and long distance, such as snipers or rockets. A military checkpoint may be a fixed installation, or it may be a temporary checkpoint comprising one or more armored vehicles. Once again, there is the problem of having interpreters available at every checkpoint. There may be a need to protect the anonymity of the interpreters when they are working with a military that is perceived by some locals to be an occupying force.

[0018] In law enforcement, and even more so in military applications, there may be a need for information to be passed back to a central headquarters or command post such that a more senior officer, or several such officers, can intervene and make decisions to guide the personnel who are at the scene. In order for them to make decisions effectively, they must have as much information as possible, and especially as much information about what is happening at the scene, preferably visual information.

[0019] Hence there is a need for a system that is capable of overcoming one or more of the above identified challenges. Such a system should remove the need for the officer to be exposed during the traffic stop. It should allow better interaction with the people in the vehicle, while at the same time allowing the officer to pay more attention to external factors. It should allow interaction with a central location such as a command post. In some circumstances, the system should allow an active response to enable the officer or command post to control the situation.

SUMMARY OF THE INVENTION

[0020] In one embodiment, herein is described a deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising a portable audio-visual telepresence system and a deployable arm, operably mounted on a patrol vehicle, the deployable arm structured and arranged to deploy from a stowed position to a second position providing a distal end proximate to the target vehicle, the portable audio-visual telepresence system attached to the distal end and providing a secure interaction between a first party and the occupant of the target vehicle by way of the portable audio-visual telepresence system.

[0021] In another embodiment, herein is described A deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising a portable audio-visual telepresence system and a robotic vehicle structured and arranged to deploy from a stowed position on or within a patrol vehicle to a second position proximate to the target vehicle, the portable audio-visual telepresence system attached to the robotic vehicle and providing a secure interaction between a first party and the occupant of the target vehicle by way of the portable audio-visual telepresence system.

[0022] In yet another embodiment, herein is described a deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising a portable audio-visual telepresence system and a means for deploying the portable audio-visual telepresence system from a stowed position on or within a first vehicle or building to a second position proximate to the target vehicle, the portable audio-visual telepresence system providing a secure interaction between a first party and the occupant of the target vehicle.

[0023] In a further embodiment, herein is described a deployable audio-visual telepresence system for secure interaction between a first party within a vehicle and a second party comprising a portable audio-visual telepresence system; a first party within a vehicle and a means for deploying the portable audio-visual telepresence system from a stowed position on or within the vehicle to a second position proximate to a second party, the portable audio-visual telepresence system providing a secure interaction between the first party within the vehicle and the second party.

[0024] This summary may be more fully appreciated with respect to the following description and accompanying figures and attachments.

BRIEF DESCRIPTION OF THE DRAWINGS

[0025] FIG. 1 shows one embodiment of a telepresence system positioned using a deployable arm;

[0026] Fig. 2 shows an embodiment of a primary contact panel;

[0027] Fig. 3 shows an embodiment of a telepresence system with a primary contact panel, a sensor panel and an active device panel;

[0028] Fig. 4 shows embodiments of how the panels of the telepresence system fold for stowing;

[0029] Fig. 5 shows an embodiment of a roof-mounted deployment mechanism, and

[0030] Fig. 6 shows one embodiment of telepresence system deployed on a self-balancing robot.

DETAILED DESCRIPTION OF SOME EMBODIMENTS

[0031] Before proceeding with the detailed description, it is to be appreciated that the present teaching is by way of example only, not by limitation. The concepts herein are not limited to use or application with a specific system or method for telepresence, nor is their use limited to law enforcement, military, security, rescue or industrial applications. Thus although the instrumentalities described herein are for the convenience of explanation shown and described with respect to exemplary embodiments, it will be understood and appreciated that the principles herein may be applied equally in other types of systems and methods involving telepresence.

[0032] In the following description, the term "officer" is used to mean any law enforcement officer, police officer, sheriff's deputy, highway patrol personnel, marshal, Homeland Security or Border Patrol agent, security officer, security guard, or members of the Armed Forces.

[0033] In order to overcome the problems and reduce the risk inherent in traffic stops, check points, and similar law enforcement and security activities, the inventors have developed various systems and methods as described herein. The approach used is referred to as "telepresence". A telepresence system includes audio-visual connections, sensors, and other technology to enable interaction at a distance. In the embodiments shown here as examples, telepresence allows law enforcement officers, soldiers, security personnel or fire/rescue personnel to interact with the driver and occupants of a vehicle without having to expose themselves to risk. Telepresence allows for a two way flow of information, and permits the person on the scene to have available remote resources to provide backup, information and assistance. Further benefits of this approach are described below, and other benefits will be apparent to one of skill in the art after reading this disclosure.

[0034] As shown in Fig.1, in some embodiments the telepresence interaction is achieved through deployable audio-visual telepresence system 100 deployed from patrol vehicle 102 to a position proximate driver's window 106 of target vehicle 104. In law enforcement and military applications, telepresence system 100, when deployed, enables surveillance and provides two-way interconnectivity using a variety of human interface and surveillance devices transmitting data by wired or wireless communications, including but not limited to cellular phone, dedicated radio/microwave, Wi-Fi Internet and Intranet networking, Bluetooth, secure channel and proprietary systems or other radio frequency methodologies in service by the agency deploying the telepresence system.

Fig.1, further shows deployable arm 108, operably mounted on patrol vehicle 102, deployable arm 108 structured and arranged to deploy from a stowed position to a second position providing a distal end 110 proximate to target vehicle 104, telepresence system 100 being attached to distal end 110 to provide a secure interaction between a law enforcement officer in patrol vehicle 102 and the occupant of target 104 vehicle by way of telepresence system 100. Other systems and methods for deploying and positioning telepresence system 100 are described below.

[0035] As shown in Fig. 2, telepresence system 100 comprises at least one primary contact panel 201. In some embodiments primary contact panel 201 includes a plurality of components configured to work together to provide a comprehensive telepresence capability. Some embodiments comprise a one way or two way video and audio connection using video display screen 202, camera 204, speaker 206 and microphone 208. Audio and video data including images 212 of target vehicle driver 214 are relayed to patrol vehicle 102 by cable, or by a wireless link. Target vehicle driver 214 is illuminated by lights 216 which may include visual range lights and infra-red lights. In some embodiments, images 212 are displayed on a dedicated screen installed in patrol vehicle 102. In other embodiments, the images are displayed on a screen built in to patrol vehicle 102, or on a computer in patrol vehicle 102.

[0036] Audio and video data may be sent by wireless transmission, including but not limited to dedicated radio channels, encrypted Wi-Fi or cell phone connections, to a central facility for further analysis. Images 212 of driver 214 of target vehicle 104 may be input to facial recognition software, and the face matched to the details of the driver's license. In some embodiments, video display screen 202 on primary contact panel 201 may be configured to show an image 218 of the officer or soldier in patrol vehicle 102, or it may be configured to show other images, including that of an operator, interpreter or other person at a remote location. Image 218 may be a live video image or a static image in order to save bandwidth. A static image is preferred in certain embodiments in order to prevent driver 214 of target vehicle 104 observing the actions of the officer in patrol vehicle 102. In some embodiments, display screen 202 may be split to show multiple images, enabling the occupant of target vehicle 104 to see and interact with both the local patrol personnel in patrol vehicle 102 and supervisory or support personnel at a remote site. Display screen 202 of primary contact panel 201 may be touch-sensitive to allow interaction by driver 214 of target vehicle 104.

[0037] The availability of camera 204 in telepresence system 100 enables driver 214 of target vehicle 104 to present a driver's license, vehicle registration and insurance card to camera 204. The officer may examine the documents remotely, and images may be transmitted to another fixed location for verification of the documents.

[0038] Telepresence system 100 may include a variety of interface devices and sensors. In some embodiments, these interface devices and sensors may be positioned on primary contact panel 201. As shown in Fig. 3, in other embodiments these interface devices and sensors 304 may be attached to at least one sensor panel 302. Interface devices and sensors 304 may be designed as plug-in components or modules, primary contact panel 201 and sensor panel 302 having sockets 306 with a common form factor and electronic data interface, allowing a user to customize the devices and sensors for local requirements. In some embodiments, modular sensors and modular devices of several different form factors may be accommodated using a plurality of sockets 306 designed to accommodate a plurality of different form factors.

[0039] Data from sensors 304 may be transmitted to a central location or to other agencies for further analysis and for data storage.

[0040] Interface devices and sensors 304 may include but are not limited to biometric sensors, including a retinal scanner, a finger print reader, a handprint scanner, or a facial recognition scanner. Interface devices and sensors 304 may include but are not limited to breath analyzer, a THC sniffer, a pupil reaction analyzer, an eye-movement scanner, a hand-eye coordination tester, an intoxication tester, an explosives sniffer, an infrared camera, and a night vision camera. In some embodiments, primary contact panel 201 or sensor panel 302 may further comprise at least one data input-output including but not limited to a magnetic stripe reader, a bar-code reader, a QR code reader, an RFID reader, or a printer.

[0041] Primary contact panel 201 or sensor panel 302 may further comprise or any other type of sensor the user may deem appropriate. Many of these devices can be configured to work with other technologies, such as driver's licenses or identity cards with magnetic data stripes, embedded RFID chips or bar codes. For example, a magnetic stripe reader enables a driver to pay a traffic fine on the spot with a credit card, knowing that the transaction is secure and on record, thus avoiding the problems of corruption that prevail with on the spot fines in many countries. Telepresence system 100 may also include devices such as printers, enabling an officer, or a person at a remote location, to issue a written citation without the officer ever leaving his patrol vehicle. As payment systems involving the use of cell phones become more

widespread, a citation may be issued, the fine paid, and a receipt generated through an interaction between the telepresence system and the driver's cell phone

[0042] A common reason for a traffic stop is that the driver of the target vehicle is suspected of being under the influence of alcohol or drugs. Traditional sobriety tests require the officer to exit the patrol vehicle, thus becoming exposed to the risks described above. In some embodiments of the current system, a preliminary sobriety test may be administered using telepresence capability. For example, the driver may be asked to touch the screen with a finger, following a sequence of moving dots generated by a program that measures the accuracy and timing of the driver's responses. Cameras in the telepresence system may measure eye movement, or other biometric indicators of intoxication or impairment. Sensors in the telepresence system may measure breath alcohol content, or the presence of THC's and other controlled substances in the air around the window of the vehicle. These embodiments and others which will be apparent to one of skill in the art after reading this description will allow the officer on the scene to make an informed judgment about the likelihood of impairment, and thus make an informed decision about whether to exit the patrol vehicle to escalate the interaction.

[0043] In some embodiments, an agency using telepresence system 100 may wish to have even more capability to take appropriate action. Telepresence system 100 may be equipped with a broad range of active devices 314 operably attached to primary contact panel 201 or to sensor panel 302 or to an active device panel 312. Active devices 314 may include but are not limited to pepper spray, tear gas, mace, spray canisters of dye similar to those used to identify rioters, car electronics disabling devices, windshield obscuring/opaquing spray, tracking devices, cell phone transmission jammers, high intensity lighting, disorienting strobe lighting, and acoustic or ultrasonic transmission that may be deployed and utilized as required by the officer at the scene or by a remote operator. Some of active devices 314 may include magnets to enable them to adhere to a target vehicle. Some of active devices 314 may include adhesives to enable them to adhere to a target vehicle. For military and security operations, active devices 314 may include deadly force capability, including but not limited to grenades and other explosive devices and shotgun shells. For example, where bombs may be encountered, telepresence system 100 may include a detachable explosive device that can be ejected and positioned next to a suspected bomb and then remotely detonated.

[0044] One or more of active devices 314 may be configured to deploy automatically if telepresence system 100 detects motion of target vehicle 104. Active devices 314 may be activated remotely from a command post or other central location. In some embodiments,

active devices 314 may be activated from patrol vehicle 102 but only with electronic authorization from a remote location. For example, use of these devices may require the authorization from a commander of at least a specific rank, but the actual choice to activate and the timing of such activation remains within the control of the occupants of the patrol vehicle.

[0045] In some embodiments, modular active devices 314 of several different form factors may be accommodated using a plurality of active device sockets 316 designed to accommodate a plurality of different form factors

[0046] As shown in Fig. 3, in some embodiments telepresence system 100 is comprised of a plurality of foldably connected panels, one panel being primary contact panel 201. Flanking panels may include sensor panel 302 and active device panel 312. The flanking panels may be configured to contain input-output devices, sensors 304 and active devices 314 as otherwise herein described. Sensors 304 and active devices 314 may be combined on one connected multipurpose panel. In some embodiments, the flanking panels are connected by hinges 320 to primary contact panel 201. The flanking panels are configured to fold over the screen and protect it when it is stowed and during the deployment process.

[0047] As shown on Fig. 4(a), folding the panels when stowed and during deployment provides protection for the screens, sensors and device contained therein. Fig. 4 (a) shows an embodiment wherein the panels fold over each other, and Fig. 4(b) shows an alternate folding mechanism wherein a first panel folds over the front of primary contact panel 201 and a second panel folds over the back of primary contact panel 201. In other embodiments, one or more of the flanking panels may be structured and arranged to slide in front of primary contact panel 201. Fig. 4(c) shows a first flanking panel structured and arranged to slide in front of primary contact panel 201, and a second flanking panel structured and arranged to fold over the first flanking panel. Fig. 4(d) shows the same mechanism with the sliding and folding panels reversed. Figs. 4(e) -4(g) show the flanking panels swinging in front of primary control panel 201 on parallel hinges, but with the operational face of the flanking panels facing out. Other methods of foldably and slidably connecting flanking panels to primary contact panel 201 will be apparent to one of skill in the art after reading this description.

[0048] As previously shown in Fig. 1, telepresence system 100 must be positioned proximate driver's window 106 of target vehicle 104. As shown in Fig. 5, in some embodiments, deployable arm 108 is moveably attached to patrol vehicle 102 by mounting mechanism 502, the mounting mechanism having several degrees of freedom such that it can move horizontally

and vertically, and can rotate in both pitch and yaw axis. For clarity, patrol vehicle 102 is not shown in Fig. 5. Deployable arm 108 is at least sufficiently long to reach from patrol vehicle 102 to driver's window 106 of target vehicle 104. In some embodiments mounting mechanism 502 is permanently attached to the roof of patrol vehicle 102. In other embodiments mounting mechanism 502 is removably attached to a roof rack or other fixed mounting point on patrol vehicle 102.

[0049] In yet other embodiments, mounting mechanism 502 is structured and arranged to be moveably attached to at least one side of patrol vehicle 102. Where needed, multiple mounting mechanisms each with a deployable arm 108 may be attached to one or both sides, the roof and the undercarriage of patrol vehicle 102. In a typical law enforcement application, such as a traffic stop, one deployable arm is attached on the roof or above the driver's side of patrol vehicle 102. A roof mounted mechanism can move from side to side, allowing it to be positioned on either side of target vehicle 104, or to reach beyond target vehicle 104. In military and security applications, attaching deployable arms 108 on each side of patrol vehicle 102 allows for simultaneous interaction with driver and passengers of target vehicle 104.

[0050] In yet other embodiments, the deployable arm may be housed within a compartment attached to or forming part of the body of the patrol vehicle. Further, in some embodiments a deployable arm may be mounted underneath the patrol vehicle.

[0051] In further embodiments for border access control situations where the point of entry is stationary, a ground or building mounted deployment is used. Some examples of these embodiments include but are not limited to border crossings and passport inspection, tunnel and bridge access or access to a compound such as an embassy or military base.

[0052] In some embodiments deployable arm 110 is a telescoping tube. In other embodiments deployable arm 110 comprises multiple folding sections that unfold to reach the target vehicle. In yet other embodiments deployable arm 110 is a pantograph or scissors mechanism. An auxiliary vertical arm may be deployed reaching from deployable arm 110 to the ground to provide more stability. In some embodiments, deployable arm 110 includes a magnetic levitation device that is positioned proximate target vehicle 104, providing support and stability without touching target vehicle 104. In other embodiments, an auxiliary arm is deployed vertically to provide support for the deployable arm 110 through tension cables, and where appropriate to provide lighting. Other types of deployable arm will be apparent to one of skill in the art after reading this disclosure. In some embodiments deployable arm 110 is controlled

from within patrol vehicle 102. In other embodiments, deployable arm 110 is controlled remotely from another location.

[0053] Still referring to Fig. 5, telepresence system 100 is flexibly attached proximate the end of the deployable arm, such that telepresence system 100 will move in as many axes of travel as is required for the deployed design. A telepresence system deployment mechanism moves telepresence system 100 in a plurality of directions and about a plurality of axes, and folds and unfolds the panels of telepresence system 100. Some embodiments of the deployment mechanism possess 12 or more axes of movement. In other embodiments 2 additional axes provide for a limited amount of vertical and horizontal articulation within deployable arm 108 for other applications. In some embodiments, all elements of the deployment mechanism are electric motor driven, and in other embodiments some or all of telepresence system 100 elements are deployed electrically, pneumatically, hydraulically or in any combination thereof.

[0054] Where deployable arm 108 is deployed from under patrol vehicle 102 to inspect the underside of target vehicle 104, a variety of sensors 304 may be configured within telepresence system 100 at the end of deployable arm 108, including cameras, lights, sniffers, and similar devices. Further, the under-vehicle deployable arm 108 may be configured to include devices to restrain target vehicle 104, including deployable wheel chocks, cables or mechanical arms to connect the vehicles, jacks to raise the drive wheels of target vehicle 104 off the road surface, devices to disable the electronics of target vehicle 104, tire deflation devices, and other devices for the purpose of preventing target vehicle 104 from driving off.

[0055] In some embodiments an OCR (optical character recognition) capability is available to patrol vehicle 102 to identify vehicle license plates, allowing the information thus acquired to be checked against a database of stolen or suspect vehicles. The license plate may be read using the camera in deployed telepresence system 100, a camera on the outside of the housing of telepresence system 100, or a camera in or on patrol vehicle 102. When installed this feature will transmit this information to command or dispatch as dictated by the type of installation.

[0056] When telepresence system 100 is used for a routine traffic stop, patrol vehicle 102 will normally stop behind target vehicle 104. Therefore deployable arm 108 must be positioned to move forward to target vehicle 104. For other scenarios such as road blocks and check points, deployable arm 108 and its mount are more flexible, and may incorporate the ability to rotate the mount to place deployable arm 108 into a suitable position to block the road. As shown in Fig. 5, in some embodiments, deployable arm 108 may terminate in auxiliary vertical arm 504,

having telepresence system 100 at the end of the auxiliary vertical arm, to allow deployable arm 108 to be deployed over the top of target vehicle 104, and telepresence system 100 lowered into position proximate driver's window 106. In yet other embodiments, a deployable arm 108 that extends backwards from a tow truck or other rescue vehicle enables the driver of the rescue vehicle to communicate with a stranded motorist while minimizing his exposure to traffic. Once two-way communication has been established, the rescue vehicle driver may be able to analyze the problem, and in some cases tow the disabled vehicle to a safer location. Similarly, a forward extending deployable arm 108 allows a rescue vehicle or law enforcement vehicle to establish communication and push a disabled vehicle to another location.

[0057] Other uses of telepresence system 100 require different configurations of deployable arm 108. For example, a utility company might equip trucks with telepresence system 100 to allow remote inspection and repair of power lines, telephone lines, and other assets, requiring an extendable arm 108 capable of reaching higher than the truck. Paramedics and emergency responders at an accident scene may use telepresence system 100 to interact with medical professionals at a remote location such as a hospital, and provide information about the condition and vital signs of a patient even as they are extricating the patient from a wrecked vehicle. In some situations, two way telepresence system 100 allows a doctor to advise on how the victim of an accident should be removed from a vehicle in order to minimize further injury. For such an embodiment, telepresence system 100 can be equipped with devices suitable for medical emergencies rather than law enforcement applications. In some cases such as utility trucks with "cherry picker buckets" of fire and rescue equipment with "hook and ladder" extensions telepresence system 100 may be attached to and deployed from the existing extension equipment for use in operations such as preliminary surveys or remote repairs or to assist in making tactical decisions.

[0058] For military and security applications such as checking for roadside bombs, otherwise known as IEDs ("Improvised Explosive Devices"), or looking inside buildings, embodiments of telepresence system 100 may require longer extendable arms 108 with greater maneuverability. In some embodiments, deployable arm 108 with remotely controlled telepresence system 100 may be used to look around corners, either ahead of or behind patrol vehicle 102. In military embodiments, it may be advantageous to deploy arm 108 vertically (like a periscope to) to see over rooftops and look for overhead ambushes or threats. Further, deploying arm 108 vertically provides the ability to see and sense threats over greater distances from either flat terrain or a within a defilade.

[0059] As shown in Fig. 6, in some embodiments, telepresence system 100 is deployed proximate target vehicle 104 by an autonomous, semi-autonomous or remotely operated secondary vehicle deployed from patrol vehicle 102. The secondary vehicle may be controlled from patrol vehicle 102 or from a remote location through telepresence system 100. In some embodiments the secondary vehicle operates on wheels, and in other embodiments it is a tracked vehicle. In yet other embodiments it is a self-balancing robotic device 602 as shown in Fig. 6, with telepresence system attached to the upper end of robotic device 602. Vertical tube 604 of self-balancing robotic device 602 is extendable to position telepresence system 100 at the correct height proximate driver's window 106 of target vehicle 104. In further embodiments, the secondary vehicle is a walking two-legged or four-legged robotic device. Deployment may be accomplished by opening a door or hatch on the patrol vehicle and placing the secondary vehicle on the ground. Deployment may also be accomplished automatically or under remote control from a carrier mounted on the patrol vehicle, or from a compartment within the patrol vehicle. The secondary vehicle may be tethered to patrol vehicle 102 and data transmitted by cable, or control and communication may be accomplished by wireless transmissions.

[0060] The secondary vehicle provides the ability to position telepresence system 100 anywhere relative to target vehicle 104. In some embodiments, radio communication with the secondary vehicle will permit patrol vehicle 102 to remain at some distance from target vehicle 104 for an additional margin of safety. In other embodiments, the secondary vehicle may be controlled remotely from a central location, and may for example be positioned around a curve out of sight of the officer and patrol vehicle 102, in order to warn oncoming traffic of an accident while the officer attends to the victims.

[0061] In some embodiments, patrol vehicle 102 may carry both at least one telepresence system 100 attached to deployable arm 108 and at least one telepresence device 100 attached to a secondary vehicle.

[0062] In some embodiments, information from telepresence system 100 is sent directly or via the patrol vehicle to a central location such as a police headquarters or a command post. Information from the central location is presented at telepresence system 100, including video and audio connections with personnel at the central location. The officer on the scene is thus able to have a backup available by telepresence. This backup may be other officers, including senior officers. Other personnel at the central location or in other locations may be connected, so that they can use telepresence system 100 to communicate with driver 214 of target vehicle 104. In some embodiments, these personnel may include interpreters, for both spoken

language and sign language. Other personnel connected to telepresence system 100 may include representatives of other law enforcement agencies and Homeland Security.

[0063] In some embodiments, images and data from telepresence system 100 are recorded for use as evidence and to ensure the safety of the public.

[0064] In further embodiments, the images and data from telepresence system 100 may be transmitted to other patrol vehicles, including those that are en route to the scene, in order that backup officers arriving at the scene will be better informed

[0065] In a military application, the backup may be senior officers, who have greater authority for example to permit the use of force. The backup may be experienced personnel who have served several tours of duty in the area. Their experience may now be shared with the patrol. For example, using a telepresence system, it is possible to have an experienced soldier in the United States accompany a patrol in Afghanistan. In some cases, he or she may even know the local leaders, and could talk with them directly from a camera-equipped computer or mobile device linked to telepresence system 100.

[0066] This three-way communication ability provides the capability of having an interpreter available to assist with the interaction. Each patrol vehicle thus has the advantage of being able to use an interpreter without the need to place an interpreter in each patrol vehicle. A small number of interpreters may be sufficient to provide this capability for a large number of patrol vehicles, with the added ability to provide interpretation services in multiple languages and dialects. In a law enforcement setting, there may be a need for interpreters infrequently, but in a range of languages. Interpreters may be patched in to the communications link as required, and need not be in a central location. It is quite possible for an interpreter to be on call from any location and at any time, connecting in with a camera-equipped computer, a tablet or a smart phone.

[0067] In a military application, a local driver may be more willing to cooperate with someone who speaks his native language fluently, and the risk of misunderstandings is greatly reduced. It is easier to recruit interpreters for a safe office job rather than a risk-prone patrol job. In locations where interpreters are perceived to be working with an unwelcome military force, the identity of the interpreter is protected by not having to be physically present, and disabling the video component by simply not providing a camera for the interpreter.

[0068] Further embodiments include computer-based translation of both spoken dialog and of document images.

[0069] In some embodiments configured for a hearing or speech impaired driver, the interaction can be conducted using a virtual keyboard on screen 202 of telepresence system 100 and text messages on screen 202 from the officer or the central location. In other embodiments configured for a hearing or speech impaired driver, where the officer knows sign language, the image of the officer may be selected to be live video. In yet other embodiments configured for a hearing or speech impaired driver, the image of a sign language interpreter at a remote location may be displayed on screen 202. This interpreter may be at a central location or may be at any other location with access to a camera-equipped computer.

[0070] The ability to communicate with the occupants of a target vehicle using telepresence allows a sworn law enforcement officer to provide backup for an unsworn law enforcement officer and greatly increases the ability of departments to utilize unsworn officers, potentially reducing the cost of labor.

[0071] The use of a telepresence system as described above allows a law enforcement officer, soldier or security guard to conduct a vehicle stop and inspection, interact with the occupants of the vehicle, issue citations, and take other actions, all without ever leaving the patrol vehicle. The remote telepresence capability whether by deployable arm or remote controlled secondary vehicle allows this interaction to be taken to another level, with the involvement of senior personnel, interpreters, and others, and the entire interaction may be recorded for future use as evidence.

[0072] Changes may be made in the above methods, systems and structures without departing from the scope hereof. It should thus be noted that the matter contained in the above description and/or shown in the accompanying drawings should be interpreted as illustrative and not in a limiting sense. Indeed many other embodiments are feasible and possible, as will be evident to one of ordinary skill in the art. The claims that follow are not limited by or to the embodiments discussed herein, but are limited solely by their terms and the Doctrine of Equivalents.

CLAIMS

WHAT IS CLAIMED:

1. A deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising:
 - a portable audio-visual telepresence system and
 - a deployable arm, operably mounted on a patrol vehicle, the deployable arm structured and arranged to deploy from a stowed position to a second position providing a distal end proximate to the target vehicle, the portable audio-visual telepresence system attached to the distal end and providing a secure interaction between a first party and the occupant of the target vehicle by way of the portable audio-visual telepresence system.
2. The system of claim 1 further comprising at least one video screen, at least one camera, at least one audio input device and at least one audio output device.
3. The system of claim 1 wherein the telepresence system further comprises at least one data input-output device selected from the group consisting of a magnetic stripe reader, a bar-code reader, a QR code reader, an RFID reader, and a printer.
4. The system of claim 1 wherein the telepresence system further comprises at least one biometric sensor selected from the group consisting of a retinal scanner, a finger print reader, a handprint scanner, or a facial recognition scanner.
5. The system of claim 1 wherein the telepresence system further comprises at least one sensor selected from the group consisting of a breath analyzer, a THC sniffer, a pupil reaction analyzer, an eye-movement scanner, a hand-eye coordination tester, an intoxication tester, an explosives sniffer, an infrared camera, and a night vision camera.
6. The system of claim 1 wherein the telepresence system further comprises at least one remotely controlled active device selected from the group consisting of a temporarily disabling spray, a pepper spray, a tear gas dispenser, a spray canister of dye, a smoke generator, a windshield obscuring or opaquing spray, high intensity lighting, disorienting strobe lighting, a high intensity acoustic transmission device, a car electronics disabling device, a cell phone transmission jammer, a tracking device, and an explosive device.

7. The system of claim 6 wherein at least one active device may be configured to activate automatically if motion of the target vehicle is detected.
8. The system of claim 1, wherein the telepresence system and a remote location communicate wirelessly.
9. The system of claim 1, wherein the telepresence system is controlled wirelessly from a remote location.
10. A deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising:
 - a portable audio-visual telepresence system and
 - a robotic vehicle structured and arranged to deploy from a stowed position on or within a patrol vehicle to a second position proximate to the target vehicle, the portable audio-visual telepresence system attached to the robotic vehicle and providing a secure interaction between a first party and the occupant of the target vehicle by way of the portable audio-visual telepresence system.
11. The system of claim 10 further comprising at least one video screen, at least one camera, at least one audio input device and at least one audio output device.
12. The system of claim 10 wherein the telepresence system further comprises at least one data input-output device selected from the group consisting of a magnetic stripe reader, a bar-code reader, a QR code reader, an RFID reader, and a printer.
13. The system of claim 10 wherein the telepresence system further comprises at least one biometric sensor selected from the group consisting of a retinal scanner, a finger print reader, a handprint scanner, or a facial recognition scanner.
14. The system of claim 10 wherein the telepresence system further comprises at least one sensor selected from the group consisting of a breath analyzer, a THC sniffer, a pupil reaction analyzer, an eye-movement scanner, a hand-eye coordination tester, an intoxication tester, an explosives sniffer, an infrared camera, and a night vision camera.

15 The system of claim 10 wherein the telepresence system further comprises at least one remotely controlled active device selected from the group consisting of a temporarily disabling spray, a pepper spray, a tear gas dispenser, a spray canister of dye, a smoke generator, a windshield obscuring or opaquing spray, high intensity lighting, disorienting strobe lighting, a high intensity acoustic transmission device, a car electronics disabling device, a cell phone transmission jammer, a tracking device, and an explosive device.

16. The system of claim 15 wherein at least one active device may be configured to activate automatically if motion of the target vehicle is detected.

17. The system of claim 10, wherein the telepresence system and a remote location communicate wirelessly.

18. The system of claim 10, wherein the telepresence system is controlled wirelessly from a remote location.

19. A deployable audio-visual telepresence system for secure interaction with an occupant of a target vehicle, comprising:

- a portable audio-visual telepresence system and
- a means for deploying the portable audio-visual telepresence system from a stowed position on or within a first vehicle or building to a second position proximate to the target vehicle, the portable audio-visual telepresence system providing a secure interaction between a first party and the occupant of the target vehicle.

20. A deployable audio-visual telepresence system for secure interaction between a first party within a vehicle and a second party comprising:

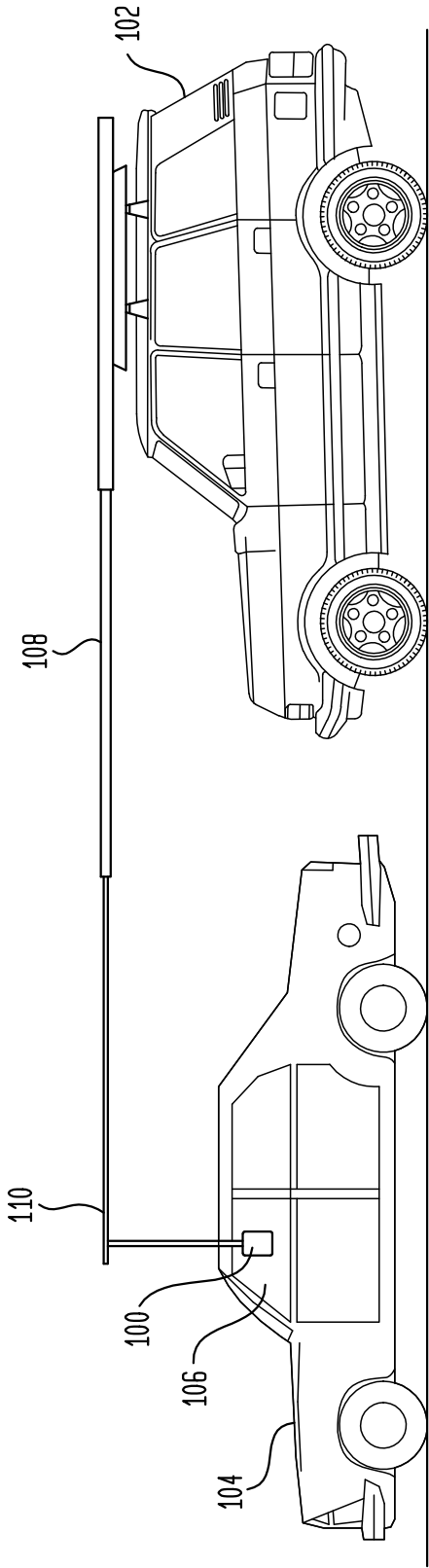
- a portable audio-visual telepresence system;
- a first party within a vehicle and
- a means for deploying the portable audio-visual telepresence system from a stowed position on or within the vehicle to a second position proximate to a second party, the portable audio-visual telepresence system providing a secure interaction between the first party within the vehicle and the second party.

ABSTRACT

[0073] It is widely recognized that a traffic stop is one of the most dangerous activities for a law enforcement officer. The system described comprises a deployable audio-visual telepresence system to enable law enforcement, military, security, rescue and industrial field service personnel to remain within the safety of their own vehicle while interacting with occupants of vehicles, thus reducing exposure and risk in potentially hazardous situations. Various sensors allow data about the driver and vehicle to be gathered and analyzed in real-time. Active devices allow measures to be taken to prevent the target vehicle from driving off before the interaction is complete. The telepresence system increases the efficiency of a normal traffic stop while allowing for escalation in situations of high risk or difficulty. This system also may be applied to military patrols.

[0074]

FIG. 1



2/7

FIG. 2

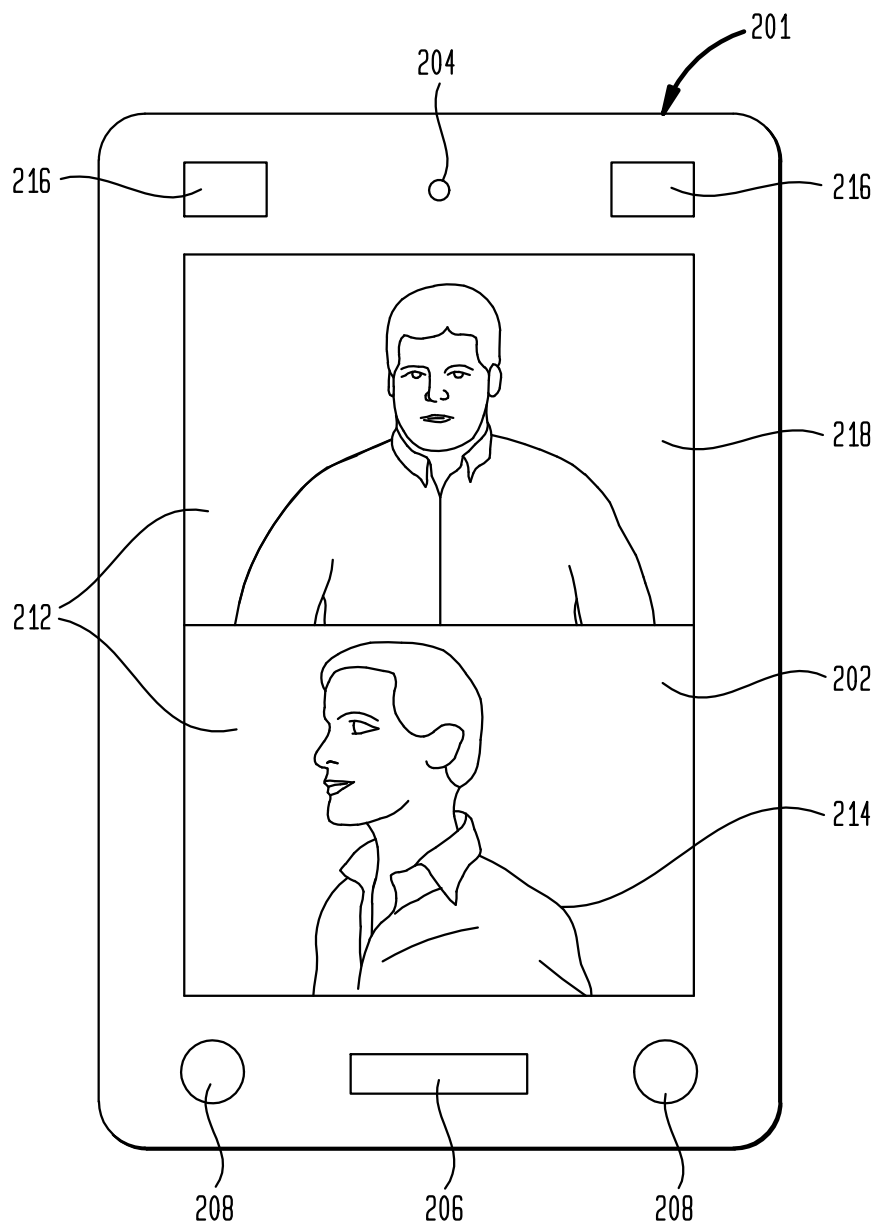
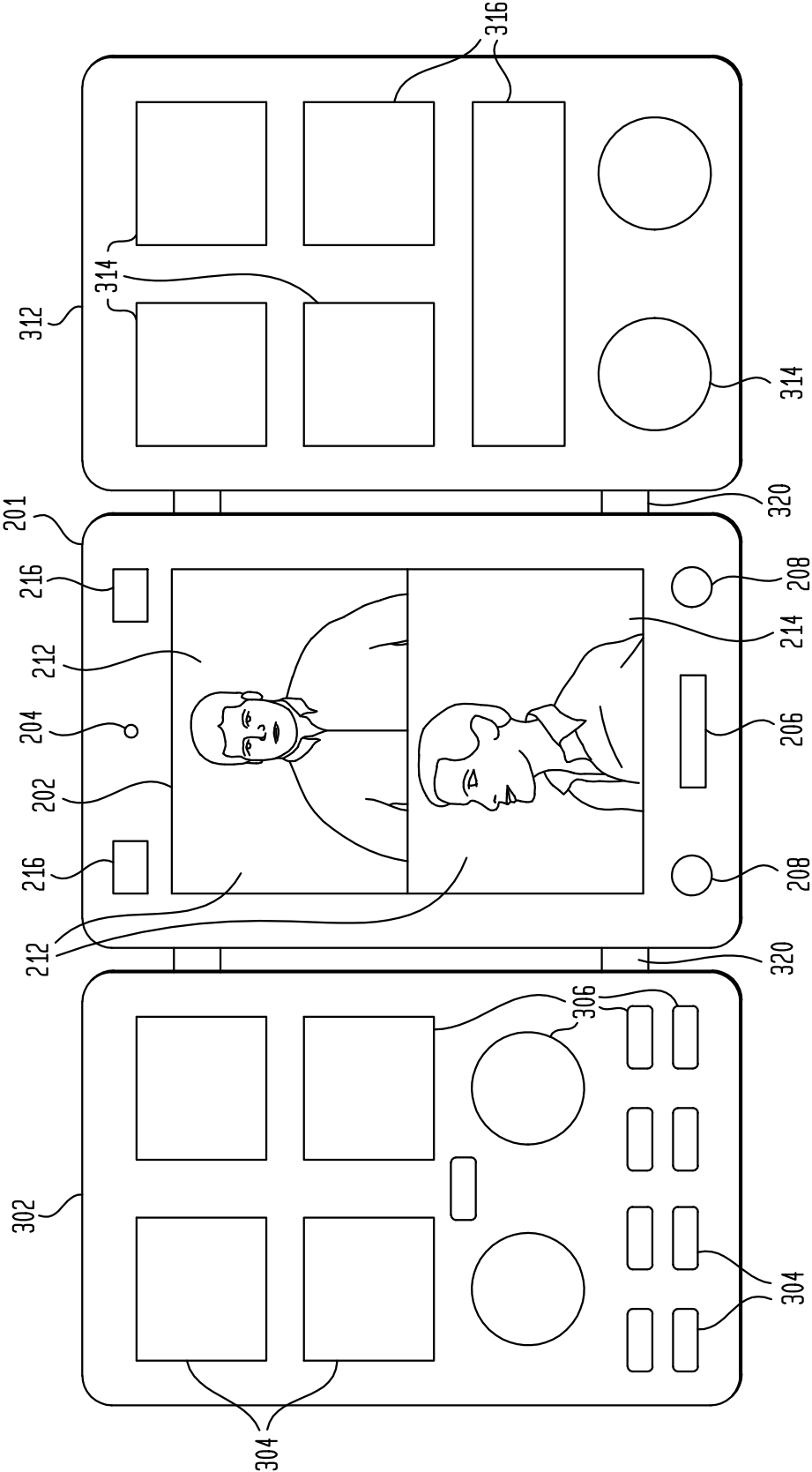
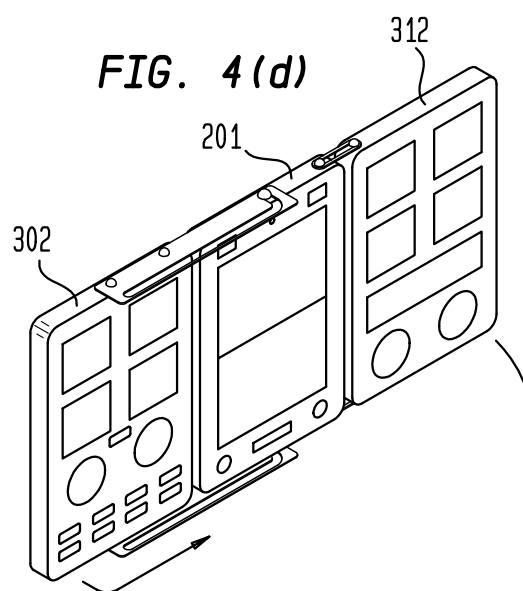
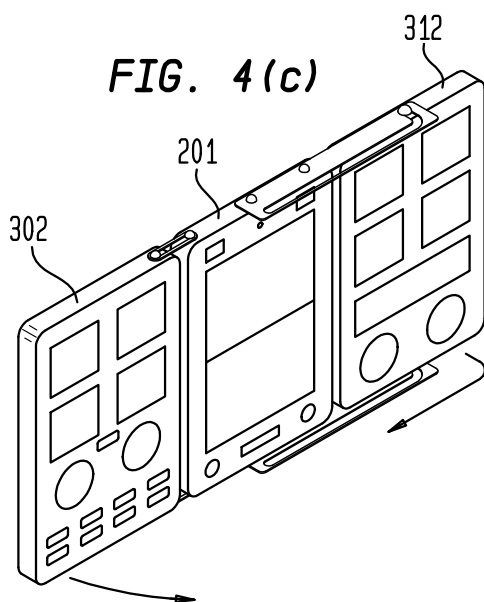
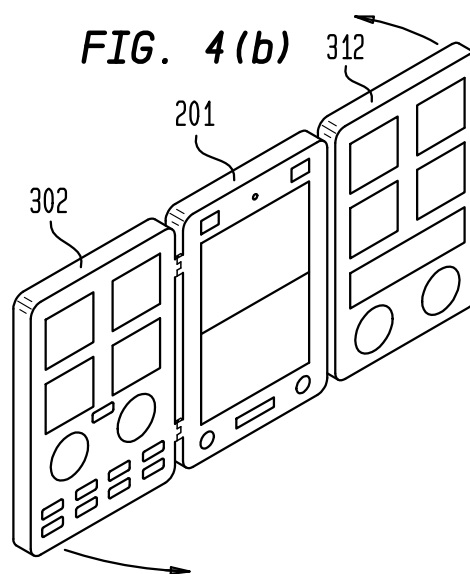
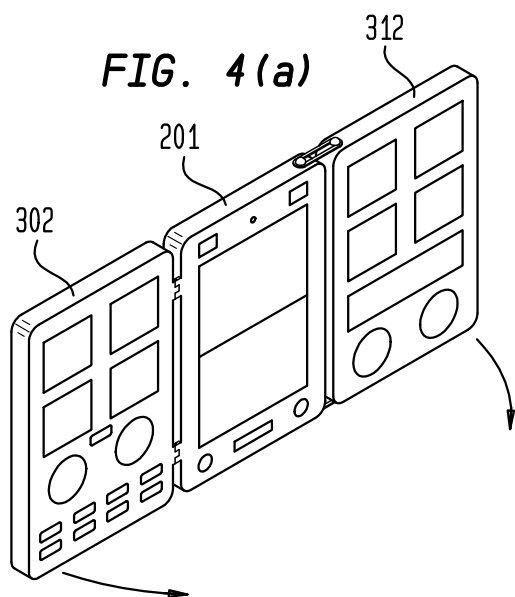


FIG. 3





5/7

FIG. 4(e)

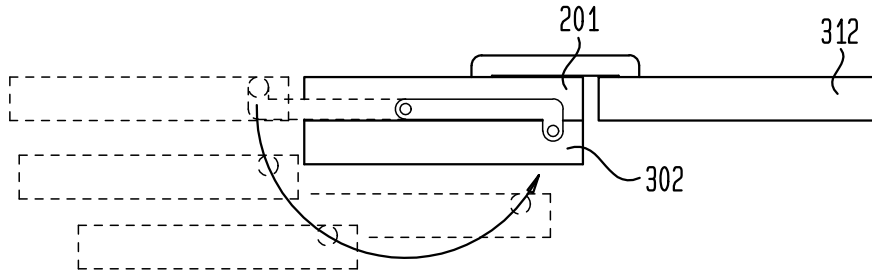


FIG. 4(f)

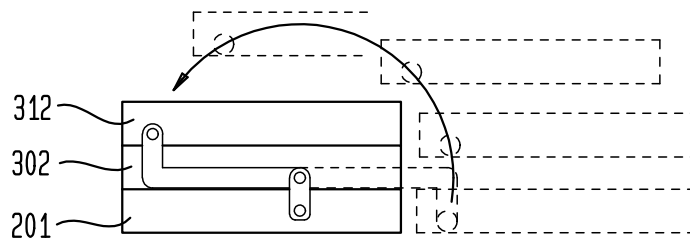
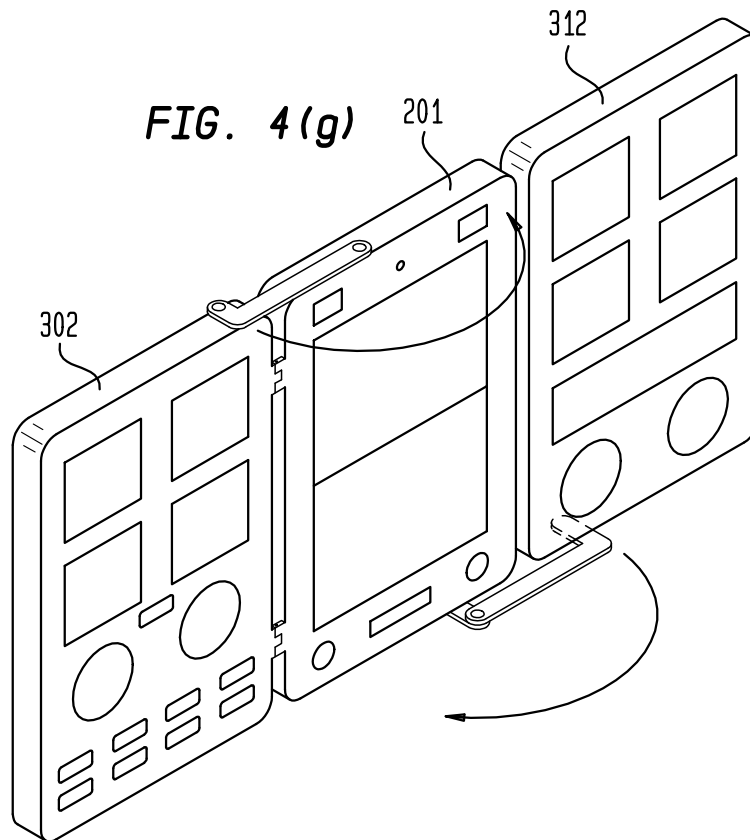


FIG. 4(g)



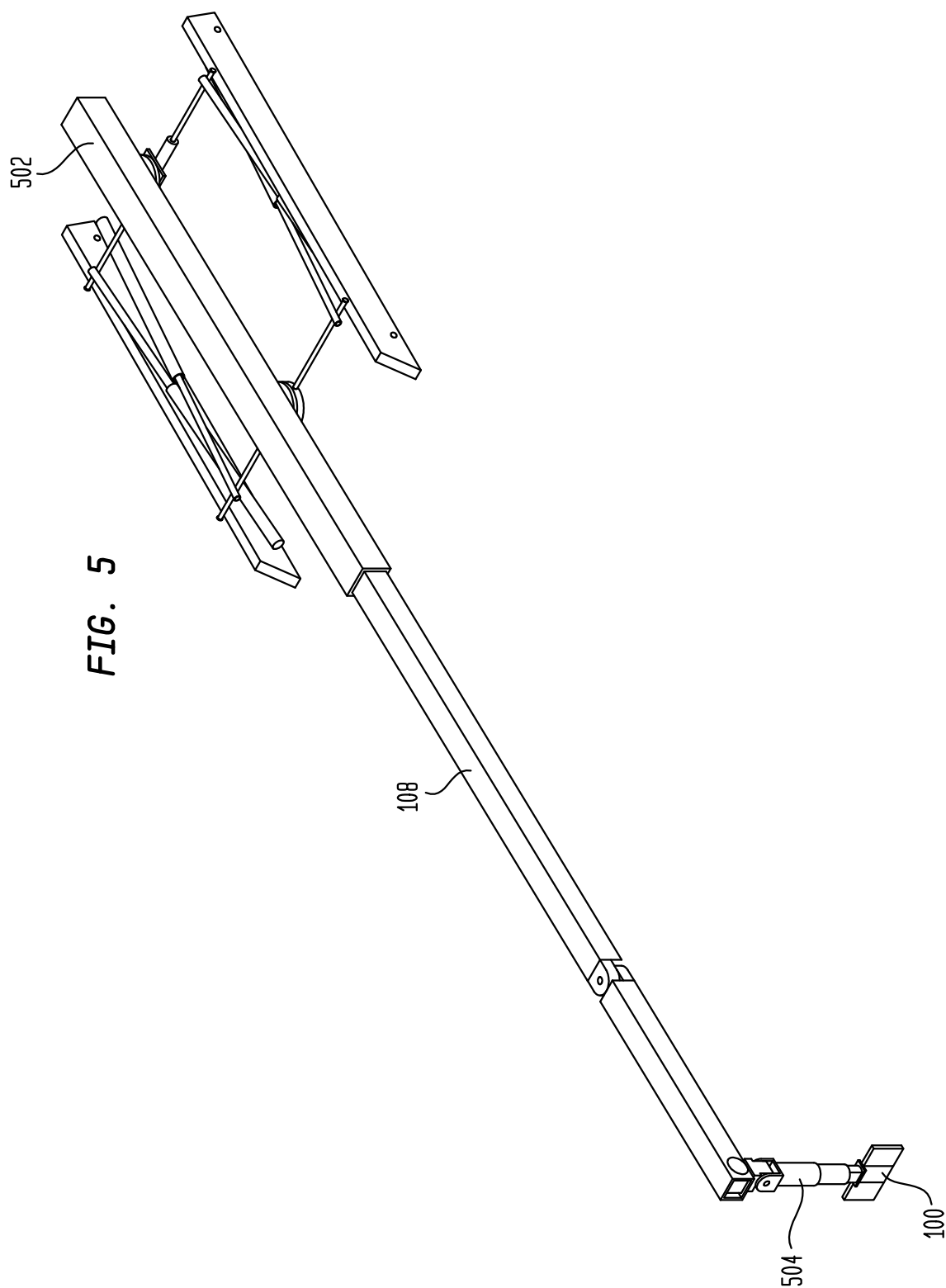
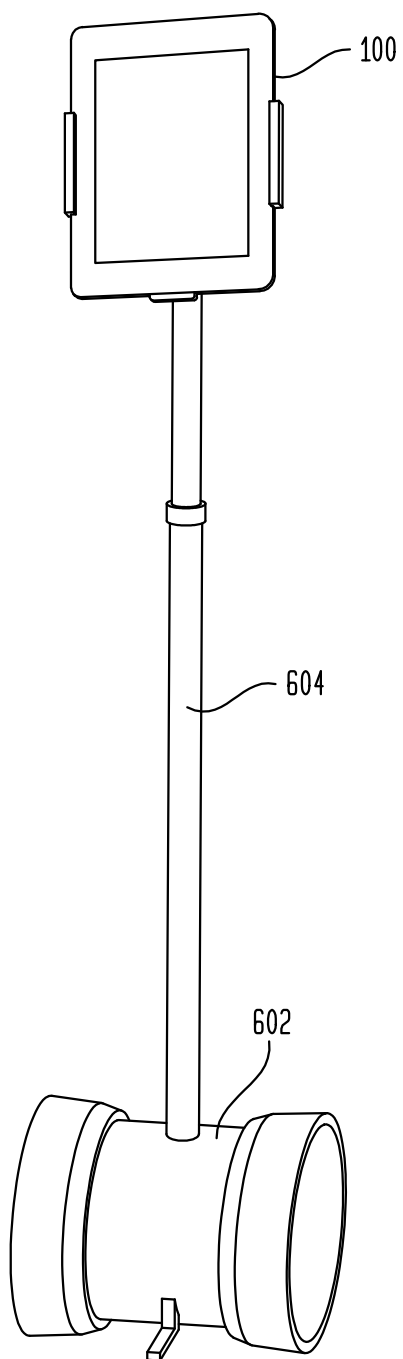


FIG. 6



**CERTIFICATE OF INCORPORATION
OF
ICOMMANDROID, INC.**

ARTICLE I

The name of this corporation is iCommandroid, Inc.

ARTICLE II

The address of the registered office of this corporation in the State of Delaware is 108 West 13th Street, in the City of Wilmington, 19801, County of New Castle. The name of its registered agent at such address is Business Filings Incorporated.

ARTICLE III

The nature of the business or purposes to be conducted or promoted is to engage in any lawful act or activity for which corporations may be organized under the General Corporation Law of Delaware.

ARTICLE IV

This corporation is authorized to issue one (1) class of stock, to be designated "Common Stock". The total number of shares which the corporation is authorized to issue is Ten Million (10,000,000) shares of Common Stock, par value \$0.001 per share.

ARTICLE V

The name and mailing address of the incorporator is Stuart Hays, Occidental General Counsel, PC, 303 Twin Dolphin Drive, Suite 600, Redwood City, CA 94065.

ARTICLE VI

Except as otherwise provided in this Certificate of Incorporation, in furtherance and not in limitation of the powers conferred by statute, the Board of Directors is expressly authorized to make, repeal, alter, amend and rescind any or all of the Bylaws of the corporation.

ARTICLE VII

The number of directors of the corporation shall be fixed from time to time by, or in the manner provided in, the bylaws or amendment thereof duly adopted by the Board of Directors or by the stockholders.

ARTICLE VIII

Elections of directors need not be by written ballot unless the Bylaws of the corporation shall so provide.

ARTICLE IX

Meetings of stockholders may be held within or without the State of Delaware, as the Bylaws may provide. The books of the corporation may be kept (subject to any provision contained in the statutes) outside the State of Delaware at such place or places as may be designated from time to time by the Board of Directors or in the Bylaws of the corporation.

ARTICLE X

A director of the corporation shall not be personally liable to the corporation or its stockholders for monetary damages for breach of fiduciary duty as a director, except for liability (i) for any breach of the director's duty of loyalty to the corporation or its stockholders, (ii) for acts or omissions not in good faith or which involve intentional misconduct or a knowing violation of law, (iii) under Section 174 of the Delaware General Corporation Law, or (iv) for any transaction from which the director derived any improper personal benefit. If the Delaware General Corporation Law is amended after approval by the stockholders of this Article to authorize corporation action further eliminating or limiting the personal liability of directors then the liability of a director of the corporation shall be eliminated or limited to the fullest extent permitted by the Delaware General Corporation Law as so amended.

Any repeal or modification of the foregoing provisions of this Article X by the stockholders of the corporation shall not adversely affect any right or protection of a director of the corporation existing at the time of such repeal or modification.

ARTICLE XI

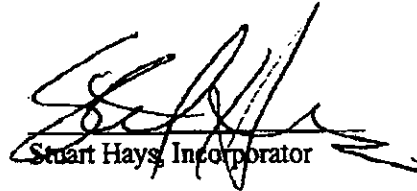
To the fullest extent permitted by applicable law, this Corporation is also authorized to provide indemnification of (and advancement of expenses to) such agents (and any other persons to which Delaware law permits this Corporation to provide indemnification) through Bylaw provisions, agreements with such agents or other persons, vote of stockholders or disinterested directors or otherwise, in excess of the indemnification and advancement otherwise permitted by Section 145 of the General Corporation Law of the State of Delaware, subject only to limits created by applicable Delaware law (statutory or non-statutory), with respect to actions for breach of duty to this Corporation, its stockholders, and others.

Any repeal or modification of any of the foregoing provisions of this Article XI shall not adversely affect any right or protection of a director, officer, agent or other person existing at the time of, or increase the liability of any director of this Corporation with respect to any acts or omissions of such director, officer or agent occurring prior to such repeal or modification.

ARTICLE XII

The corporation reserves the right to amend, alter, change or repeal any provision contained in this Certificate of Incorporation, in the manner now or hereafter prescribed by statute, and all rights conferred upon stockholders herein are granted subject to this reservation.

IN WITNESS WHEREOF, the undersigned has signed this Certificate this 23rd day of June, 2012.



Stuart Hays, Incorporator

Sheriff John B. Cooke



May 29, 2012

Headquarters

1950 "O" Street
Greeley, CO 80631
Ph. (970) 356-4015
Fax (970) 304-6467

Fort Lupton Substation

330 Park Avenue
Ft. Lupton, CO 80621
Ph. (303) 857-2465
Fax (303) 857-3027

Southwest Complex

4209 WCR 24 ½
Longmont, CO 80504
Ph. (720) 652-4215
Fax (720) 652-4217

North Jail Complex

2110 "O" Street
Greeley, CO 80631
Ph. (970) 356-4015
Ext. 3922
Fax (970) 304-6461

*"...to provide an
environment
designed to
maintain and
enhance the
general health,
welfare, and safety
of the people of
Weld County."*

ASHURE Corporation
Michael Reilly, Patent Attorney
365 Fox Lane
Superior CO, 80027

In the world of modern law enforcement, the danger is ever present. Recently, I met with a development group (ASHURE Corporation) who presented their concepts for integrating modern technology into new products and service packages directed toward making traffic management safer and more efficient.

I am impressed by their direction, and have arranged for members of our force and administration to meet with them to further explore their ideas.

As a Sheriff's Office, we are vigilant in seeking the best equipment available for the convenience and safety of our deputies. At the same time, we are all aware of the escalating costs of providing our services. I'm hopeful that the Ashure group will be successful in efforts, and look forward to working with them during the exploration and development phase of their work.

Sincerely,

A handwritten signature in black ink, appearing to read "John B. Cooke".

Sheriff John Cooke
Weld County Sheriff's Office